Chapter 5 Chrysler Imports

This chapter contains information for testing Chrysler Imports vehicles with the Asian Import Vehicle Communication Software (VCS). The following Chrysler Import systems may be available for testing:

- Engine
- Transmission
- Antilock Brake System (ABS)
- Supplemental Restraint System (SRS)

5.1 Testing Engine, Transmission, ABS, and SRS Systems

Chrysler Import testing includes:

- "Code Reading Connectors and Locations" on page 41
- "ABS Manual Code Reading" on page 44
- "Clearing Codes" on page 44
- "Codes & Data (Slow)" on page 45
- "Actuator Tests" on page 45

5.1.1 Code Reading Connectors and Locations

Figure 5-1 below and Table 5-1 on page 42 provide Chrysler Import diagnostic connector location information.

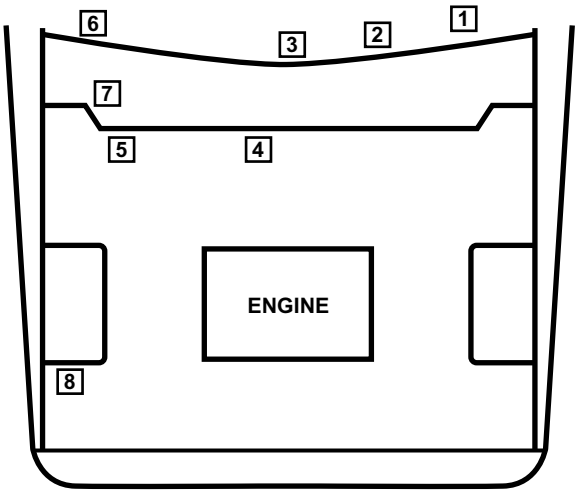

Figure 5-1 *Common connector locations*

Table 5-1 *Common connector locations*

VEHICLE	YEAR	LOCATION	
Avenger/Sebring	1995–2000	2	Next to console
Colt Turbo	1994–96	5	Near firewall
	1987–88	4	Near firewall
Colt Wagon	1988–90	3	Near ECM at center console
Colt/Summit	1989–96	1	Next to fuse panel
Conquest	1984–86	8	Engine compartment
	1987–89	7	Next to glove box striker
Laser/Talon	1990–94	1	Next to fuse panel
Raider	1989	7	Behind glove box
Stratus Coupe	2004	4	Near firewall
Sebring Coupe	2004	4	Near firewall
Stealth	1991–93	1	Next to fuse panel
	1994–96	2	Next to console
Talon	1995–98	2	Next to console
Truck	1990–94	1	Next to fuse panel
Vista	1987–91	6	Next to latch at lower glove box
Vista/Summit Wagon	1992–96	1	Next to fuse panel

Connectors and adapters for reading Chrysler Import codes are shown in:

- Figure 5-2—Engine codes for most vehicles before 1987
- Figure 5-3—Engine and transmission codes for most OBD-I vehicles after 1988
- Figure 5-4—Airbag (SRS) codes for most 1994 and earlier vehicles
- Figure 5-5—Codes for most OBD-II vehicles with 12-pin and 16-pin connectors

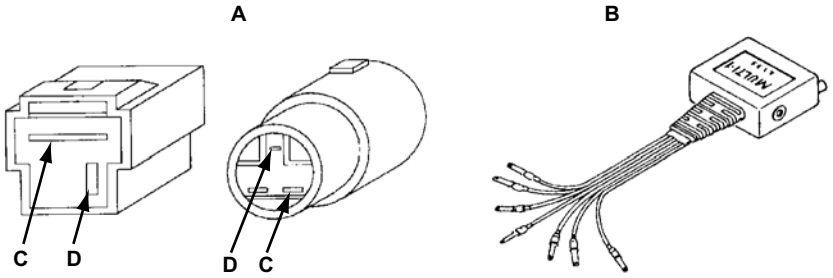

Figure 5-2 *Connectors and adapter for most vehicles before 1987*

A—Connectors
B—MULTI-1 adapter
C—Black
D—Green (preferred) or Yellow

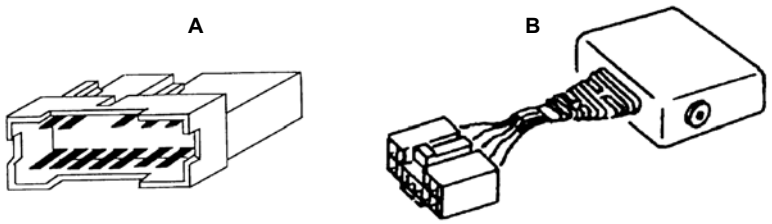

Figure 5-3 *Connector and adapter for most OBD-I vehicles*

A—Connector
B—HYUN-2 adapter

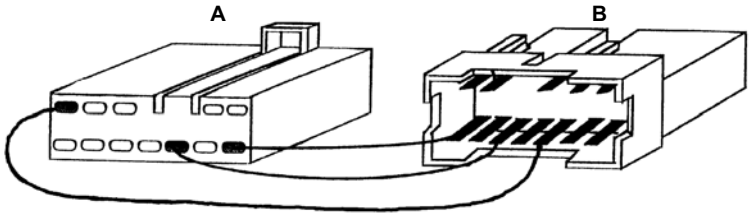

Figure 5-4 *Connector and adapter for SRS system on most 1994 and earlier vehicles*

A—HYUN-2 adapter
B—Connector

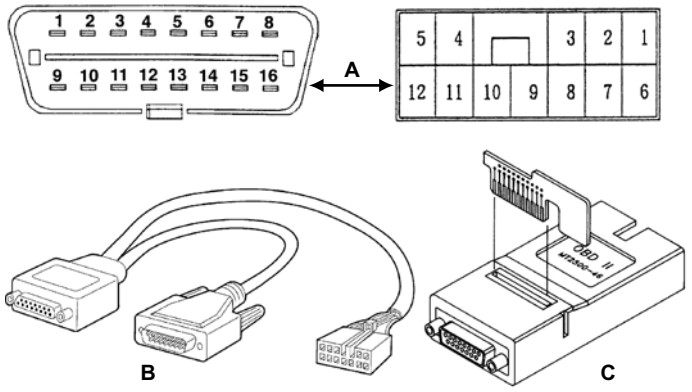

Figure 5-5 *Connectors and adapters for most OBD-II vehicles*

A—Connectors
B—MITSU-1 adapter
C—OBD-II adapter

NOTE:
Most OBD-II vehicles have 16-pin and 12-pin connectors and use the MITSU-1 adapter connected through the OBD-II connector. The MITSU-1 lead with the 12-pin connector is not connected on all vehicles. Follow on-screen instructions for the correct hookup.

IMPORTANT:
Do not use the battery pack when connecting to Chrysler Import vehicles. Use the Lighter Power Cable or Battery Power Cable.

5.1.2 ABS Manual Code Reading

Chrysler Import antilock brake systems (ABS) transmit Type 11 codes. Figure 5-6 shows how codes display. Table 5-2 explains how to read the codes.

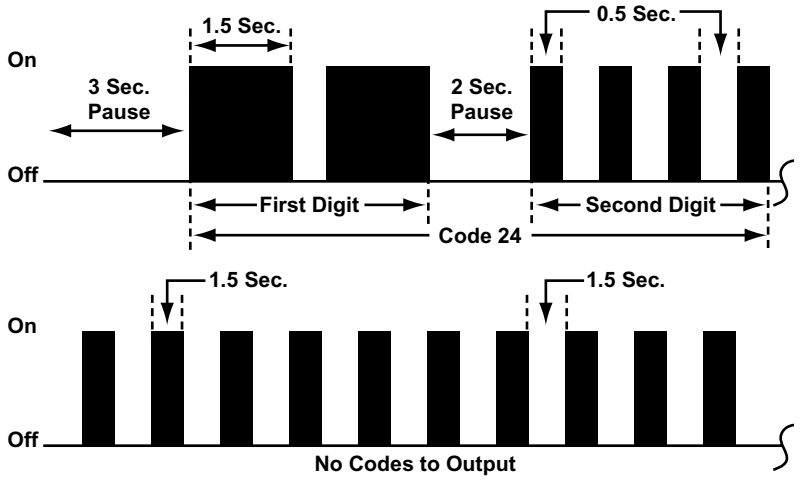

Figure 5-6 *Chrysler Imports antilock brake Code Type 11*

Table 5-2 *Chrysler Import ABS codes type 11*

Pattern:	For code output: long and short
Read codes on:	ABS warning lamp
Start codes by:	**16-pin OBD-II DLC**: jumper terminal 1 to ground; or analog meter across terminals 4 or 5 to terminal 8. **12-pin connector**: analog meter across terminals 4 and 12.
When done:	Turn the ignition off, then clear codes.
Code display cycle repeats as long as system is in the diagnostic state. A battery surge that causes the ABS system to fail may cause Code 16 to set.	

5.1.3 Clearing Codes

Trouble codes can be cleared from PCM memory with the scan tool on most 1988 and later models. Select CLEAR ECM CODES from the scan tool Exit menu (Figure 5-7).

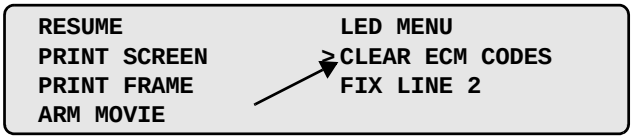

Figure 5-7 *CLEAR ECM CODES selection*

When codes are cleared, the scan tool returns to the previous test mode, and NO CODES PRESENT displays to indicate that codes are cleared.

If code clearing fails for any reason, the previous codes reappear at the top of the data list. If this happens, repeat code clearing.

5.1.4 Codes & Data (Slow)

Some 1988 and later models with the 3.0L SOHC V6 engine transmit data at a 63 baud rate. The MAIN MENU for these vehicles displays CODES & DATA(SLOW) (Figure 5-8).

```
MAIN MENU--ENGINE
>CODES & DATA(SLOW)
 CUSTOM SETUP
 ACTUATOR TESTS
```

Figure 5-8 *Sample MAIN MENU with CODES & DATA(SLOW)*

5.1.5 Actuator Tests

The ACTUATOR TESTS selection is available from the MAIN MENU (Figure 5-9) for most pre-OBD-II models. All actuator tests are key-on, engine-off tests, except for the injector and timing tests, which are explained in “Injector Tests (Engine Running Only)” on page 47.

```
MAIN MENU--ENGINE     OTHER SYSTEMS
 CODES & DATA(SLOW)
 CUSTOM SETUP
>ACTUATOR TESTS
```

Figure 5-9 *Sample MAIN MENU with ACTUATOR TESTS*

Selecting ACTUATOR TESTS for these vehicles displays a list of available tests. The list of actuator tests appears similar to Figure 5-10. The available tests vary by year and model.

```
SCROLL TO SELECT A TEST:
 5° BTDC TIMING (ENGINE RUNNING ONLY)
>EGR SOLENOID VALVE
 FUEL PUMP
 INJECTOR #1 (ENGINE RUNNING ONLY)
 INJECTOR #2 (ENGINE RUNNING ONLY)
 INJECTOR #3 (ENGINE RUNNING ONLY)
 INJECTOR #4 (ENGINE RUNNING ONLY)
 INJECTOR #5 (ENGINE RUNNING ONLY)
 INJECTOR #6 (ENGINE RUNNING ONLY)
 VARIABLE INDUCTION CONTROL SERVO
 DUAL-MODE MUFFLER
 PRESSURE CONTROL SOL VALVE
 FUEL PRESSURE SOLENOID
 FUEL PUMP RELAY #2
 PURGE CONTROL SOLENOID
 WASTEGATE SOLENOID
```

Figure 5-10 *Complete list of Chrysler Imports actuator tests*

During testing, you must monitor the selected actuator with a voltmeter, ammeter, or by listening for actuator activation. A completed test does not mean that the actuator is operating. The scan tool only monitors the engine control module (ECM) commands to the actuator.

Select an actuator test and the scan tool commands the ECM to activate it (Figure 5-11).

```
ACTIVATING EGR SOLENOID VALVE
FOR 5 SECONDS.
```

Figure 5-11 *Sample actuator test initiated*

Approximately 5 seconds later, the engine controller deactivates the actuator (Figure 5-12).

```
EGR SOLENOID VALVE
TEST HAS BEEN COMPLETED.
PRESS Y TO REPEAT TEST.
PRESS N FOR ACTUATOR TEST MENU.
```

Figure 5-12 *Sample actuator test complete*

NOTE:
All actuator tests except for injector tests must be performed with the key on and engine off (KOEO). If you select a KOEO test with the engine running, a screen like Figure 5-13 displays.

```
EGR SOLENOID VALVE
TEST HAS BEEN REJECTED.
PRESS Y TO REPEAT TEST.
PRESS NO FOR ACTUATOR TEST MENU.
```

Figure 5-13 *Sample key-on, engine-off test*

Injector Tests (Engine Running Only)

The injector tests available from the actuator test menu are performed with the key on and engine running (KOER) and are available on most pre-OBD-II vehicles.

The number of injector tests available varies by the number of cylinders and type of fuel-injection system (a 4-cylinder MPI system has four tests; a six cylinder system has six).

When you select an injector test, the scan tool commands the ECM to disable the selected injector (Figure 5-14).

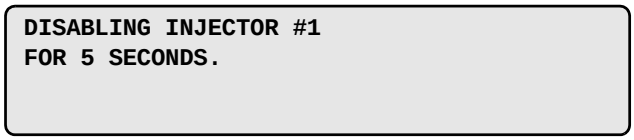

Figure 5-14 *Sample injector test initiated*

About 5 seconds later, the ECM stops the test and the injector is re-enabled (Figure 5-15).

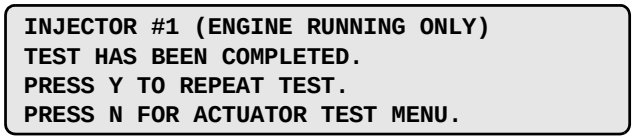

Figure 5-15 *Sample injector test completed*